What Is Claimed Is:

1. A method for controlling an internal combustion engine, especially for controlling the fuel quantity injected, starting from operating parameters, a variable being able to be specified that characterizes the fuel quantity, starting from which activating signals for an actuator are specified,
wherein starting from the rotary speed, the variable characterizing the fuel quantity and a variable characterizing the start of delivery, a correcting value for the correction of the variable characterizing the fuel quantity is specified.

2. The method as recited in Claim 1,
wherein the correcting values are stored in a characteristics map.

3. The method as recited in Claim 1 or 2,
wherein the correcting values are specified individually for the respective actuator.

4. The method as recited in one of the preceding claims, wherein the correcting values, or the data starting from which the correcting values are determined, are ascertained for each actuator and are assigned to it.

5. The method as recited in one of the preceding claims, wherein the correcting values, or the data starting from which the correcting values are determined, are ascertained subsequently to the manufacture of the actuator.

6. The method as recited in one of the preceding claims,
wherein the correcting values are limited to admissible values.

7. The method as recited in one of the preceding claims,
wherein the data are ascertained at certain test points.

8. A device for controlling an internal combustion engine, especially for controlling the fuel quantity injected, starting from operating parameters, a variable being able to be specified that characterizes the fuel quantity, starting from which activating signals for an actuator are specified,
wherein means are provided which, starting from the rotary speed, the variable characterizing the fuel quantity and a variable characterizing the start of delivery, specify a correcting value for the correction of the variable characterizing the fuel quanntity.